(4) Improvement of the following canals for carrying away surplus water—

(*a*) Vallayil *thodu*, (*b*) Anchumuna *thodu*, (*c*) Kaniyan *thodu*, (*d*) Muthu *thodu* and (*e*) Puchakal *thodu*.

Dewan's reply.—Noted. A sum of Rs. 1,000 has been sanctioned this year for the construction of a bridge over the Maramattil *thodu*.

86. Means of communication in the Kottayam Division with special reference to the Kottayam taluk.

Mr. M. N. Narayana Menon (Member, Kottayam Taluk) urged the necessity of carrying out the following works:—

(1) A foot bridge was sanctioned to be put up 5 years ago at Illikkal *kadavu*. It should be converted into a cartable bridge.

(2) Kottayam-Kumarakam road. The work on the road was not complete The road should be made cartable.

(3) The Kottayam-Kumarakam road should be extended as far as the Higher Grade Vernacular School.

(4) The Kottayam-Kumarakam road should be joined to the Vaikam-Vetchur road.

(5) The two curves in the Chengalam river should be removed.

(6) The Pallikonam *thodu* should be cut at least next year.

(7) The Mavelil *thodu* should be taken up for repair in 1093 ; it was only 2 furlongs long.

(8) A canal should be cut from the neighbourhood of Vettikkattumukku to Muthankone.

(9) A road had already been commenced from Kottayam to Parippu and other places. It should be finished soon.

The creation of Taluk Boards would, in the Member's view, satisfy all their local wants.

In conclusion, he pleaded for Railway communication from Kottarakara to Alwaye.

Dewan's reply.—Noted.

87. Extension of the Thirunakkara Market Canal to the east of the Market landing.

Mr. Nainan Aippu (Member, Trading Classes, Kottayam) submitted that the road from the market landing to the market was unserviceable on account of its being steep and that the people were at present utilizing the Cutcherry *kadavu*. But as all passengers and distinguished visitors were also landing at the same *kadavu*, it was impossible for traders to land their goods there with convenience. Hence, it was necessary to extend the Thirunakkara Market Canal to the east of the Market landing.

Dewan's reply.—Noted.

88. Improvements to the Cutcherry and Market landings and the extension of the Cutcherry canal to the Thekkumgopuram landing.

Mr. C. I. Chandi (Member, T. I. C., Kottayam) represented that the trade in Kottayam, the only outlet for the Hills, and rubber and tea industries of Mundakayam and Peermade respectively, had of late developed to such an extent that the increased requirements could not be satisfactorily met by the existing arrangements for loading and unloading cargo.

The following suggestions were, therefore, made by the Member :—

(1) *The Market landing.*—The basin at the landing was quite inadequate at present to admit of at least ten first class boats simultaneously landing their cargo. An enlargement of the basin towards the east was highly desirable in the interests of trade.

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(2) *The Division Cutcherry landing.*—An additional basin should be constructed on the western side of the existing basin and jetty in view to afford facilities for accommodation of boats and landing of cargo, thereby relieving the present congestion.

(3) The improvement of the existing canal from the Division Cutcherry landing to Thekkumgopuram was highly necessary, as it had become practically useless in its present neglected condition. If that short canal, with its present width, be made navigable for boats, it would also give additional relief to the congestion at the Division Cutcherry landing.

Dewan's reply.—Noted.

89. Provision of certain bathing ghats in the Town of Kottayam.

Mr. C. I. Chandi (Member, T. I. C., Kottayam) explained the difficulties the inmates of the various boarding institutions had to put up with on account of the steep bank of the river and requested that more bathing ghats be constructed for the use of the school boys and girls as well as for the public.

In reply to the Dewan's enquiry as to why the Kottayam T. I. C. could not put up the bathing ghats, the Member replied that they had not enough funds and that the small surplus available was necessary for providing more lights, etc., in the town.

Dewan's reply.—Noted.

90. Means of communication in the Minachil taluk.

Mr. Ulahannan Ulahannan (Member, Minachil Taluk) represented the necessity for executing the following works:—

(1) Conversion of the Village road from Lalam to Ramapuram into a cart-road. The road was constructed by the people at their cost in 1091. It should be taken over and maintained by Government.

(2) The road from Mankompu to the Lalam-Thodupuzha road *via* Piravithanam had almost been finished by the people.

(3) The branch from the Ettumanur-Lalam road to Ettumanur-Kuthattukulam road *via* Elakkad had also been done at the cost of the people.

The last two roads should be taken over and maintained by Government.

(4) The Lalam-Thodupuzha road should be metalled.

(5) The sanctioned bridge over the Minachil river on the Lalam-Ponkunnam road should be built as early as possible.

Dewan's reply.—The representation will be referred to the Chief Engineer.

91. Construction of and repairs to some roads in the Muvattupuzha taluk.

Mr. N. Sankara Pillai (Member, Muvattupuzha Taluk) requested that the road from the 130th mile-stone of the M. C. road passing through Vatakan Maradi, Thekkan Maradi, Puramadam, Memuri, Pampakuda &c., and joining the 6th mile-stone at the Kuthattukulam-Piravam road be put in proper order with the necessary bridges and culverts. It was only 8 miles long and most of the earth work had been done, it having been commenced as a relief work during the famine of 1072. The second request of the Member was that a new road, 3 furlongs in length, be made so as to connect the Piravam road with the M. C. road at the 129th mile-stone.

Dewan's reply.—Noted.

92. Need for some roads in the Thodupuzha taluk.

Mr. Mathai Pyli (Member, Thodupuzha Taluk) prayed for the construction of the following roads:—

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